

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4624

晚九初月七日十三號光

FRIDAY, AUGUST 19, 1904.

五拜禮

號九十月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,400,000.

CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSEN. NEWCHWANG.
PEKING.

London Bankers:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " 4 "
" 3 " 3 "
TARO" HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000 \$16,500,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shewell.
Hon. W. J. Greson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeller, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXEDEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £24,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Creasy Evans, Esq. | Kwan Fong Kuk, Esq.
J. Focke, Esq. | G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 2nd August, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.).

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldara, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikie, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujimoto, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onours, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yosho, Yunokihara and other Coals.

S. MINAMI, Manager, Hongkong. [26]

TRADE.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, AND AGENTS ALL OVER THE WORLD.	HEAD OFFICE:— 1, WALL STREET, NEW YORK. LONDON OFFICE:— THREADNEEDLE HOUSE, E.C.	SHANGHAI and KOBE, FORMOSA, B. H. W. Snow.	About 23rd Freight and Passage.
BRANCHES AT		SHANGHAI, CHUSAN, A. Thompson.	About 25th Freight and Passage.
LONDON AND CONTINENTAL BANKERS:		LONDON, &c., COROMANDEL, G. M. Montford, R.N.R.	August 27th, Noon See Special Advertisement.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED;			
UNION OF LONDON AND SMITH'S BANK, LTD.			
CREDIT LYONNAIS, DRESDNER, BANK, COMPTOIR NATIONAL D'ESCOMpte, DE PARIS, &c.			

For Further Particulars, apply to.

E. A. HEWETT, Superintendent.

Hongkong, 19th August, 1904. [27]

Intimations.

over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



TRADE MARK.



TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904.

JOHN DEWAR SONS & CO., PERTH.

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.

This space is reserved for

LONG HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [28]

PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904. [29]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W.M. FARMER, Proprietor.

[27]

"ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY

THE OSAKA BEER BREWING Co., Ltd.,
OSAKA, JAPAN.

Telephone No. 75. In Cases of 4 doz. bottles - - \$13.50

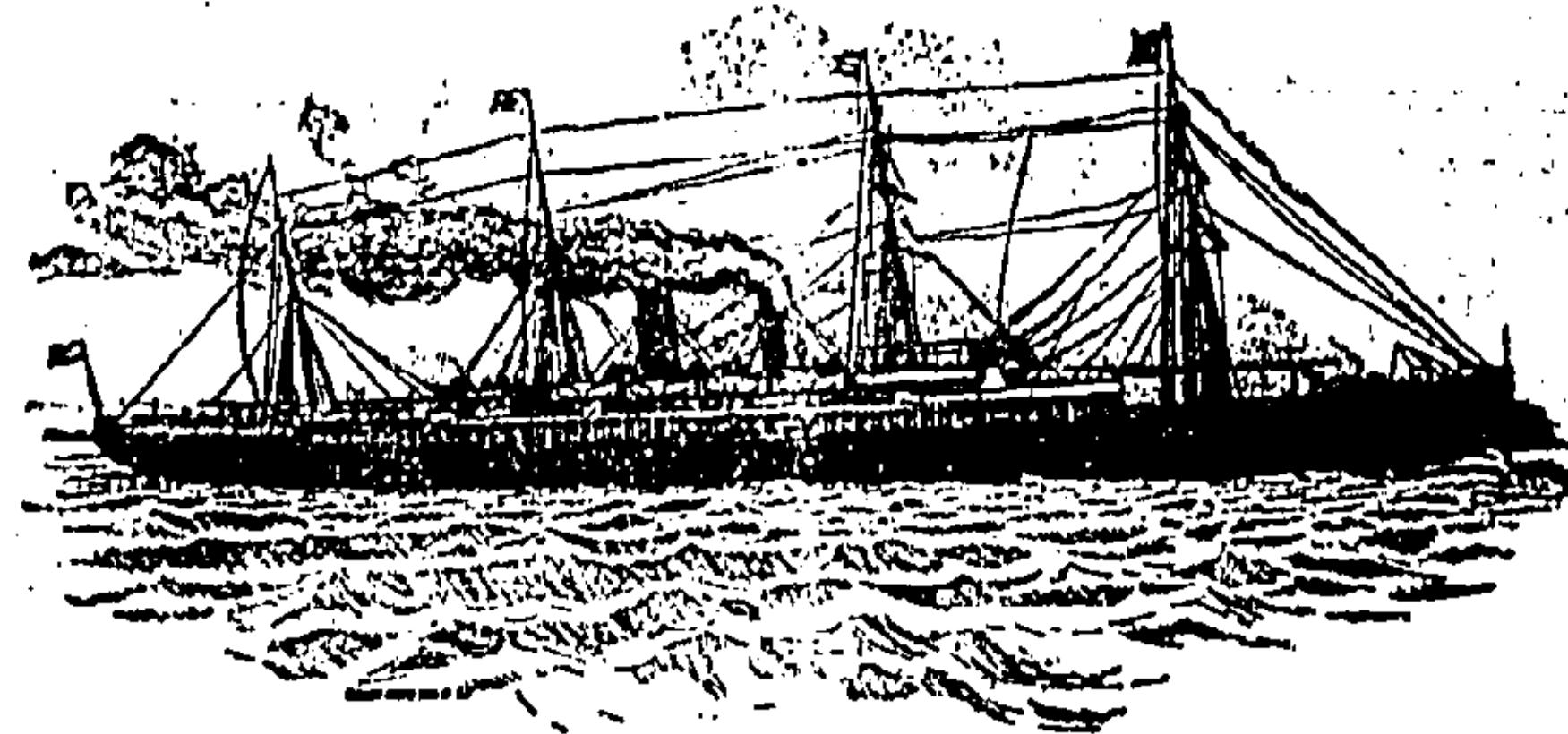
" " 8 " " 1 " " - - , 15.50

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 16th August, 1904. [28]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIS"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"KOREA"	11,276	TUESDAY, 1st November, at Noon.
"COPTIC"	4,332	"
"AMERICA MARU"	6,300	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. & S. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

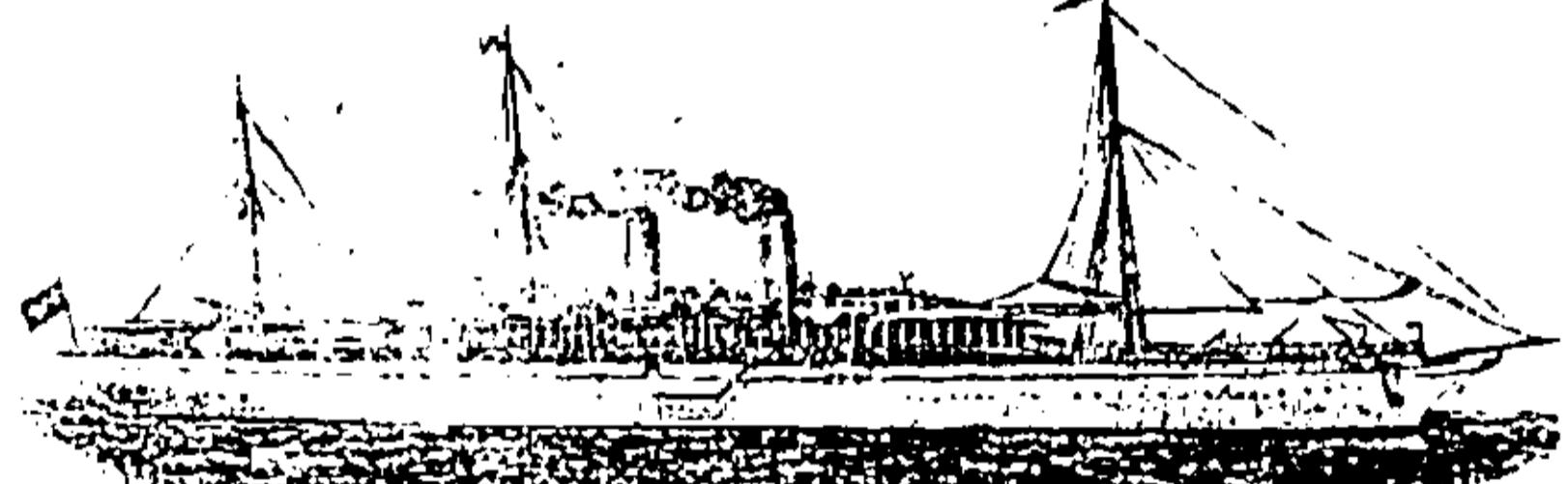
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons WEDNESDAY, 24th August.

" " "EMPERESS OF JAPAN" ... 6,000 WEDNESDAY, 21st September.

" " "ATHENIAN" ... 2,440 WEDNESDAY, 12th October.

" " "EMPERESS OF CHINA" ... 6,000 WEDNESDAY, 19th October.

" " "TARTAR" ... 4,475 WEDNESDAY, 2nd November.

" " "EMPERESS OF INDIA" ... 6,000 WEDNESDAY, 16th November.

Hongkong to London, 1st Class, £100. via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDICK Acting General Agent,

9, Peader's Street.

Hongkong, 10th August, 1904.

[10]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIK PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SPEZIA (ex BAMBERG) HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.) 27th August. Freight.

Mittelstaft " " " " 27th August. Freight.

ANDALUSIA HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.) 10th Sept. Freight.

Filler " " " " 10th Sept. Freight.

SAMBIA HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.) 20th Sept. Freight.

Lüding " " " " 20th Sept. Freight.

SCANDIA (ex KONGSBERG) HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.) 4th October. Freight.

Behren " " " " 4th October. Passengers.

SUEVIA HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.) 18th October. Freight.

von Döhren " " " " 18th October. Freight.

For further Particulars apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 18th August, 1904.

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GO TO THE

KOWLOON HOTEL,
KOWLOON.J. W. OSBORNE,
Proprietor and Manager.

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Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW, the 20th day of August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1904. [890]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$10 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$10 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$605,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$100,000 divided into 30,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754]

Intimations.**"AQUATIC FETE."**

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the LADIES of HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, TO-MORROW, the 20th instant, at 4 P.M.

The Secretary's Launch will leave Blake Pier sharp at 3.30 P.M. to convey Spectators and Competitors.

Entrance Fee—Non-members, 50 cents.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 19th August, 1904. [939]

HONGKONG JOCKEY CLUB.

A MEETING of SUBSCRIBERS to the Subscription Griffin List will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 P.M.

Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th August, 1904. [935]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per Cent. or \$1.50 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 17th August, 1904.

SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 16th August, 1904. [934]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS, payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company, will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 9th August, 1904. [922]

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY for THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

17th August, 1904. [937]

NOTICE.

THE HONGKONG-MACAO LINE.

THE S.S. "CHU KONG" will take the place of the S.S. "WING CHAI" from MONDAY, the 15th instant, until SUNDAY, the 21st, on which both the steamers will run Excursion trips to MACAO. First-class return ticket \$2 only. Passengers of one steamer are allowed to return by the other, if so desired. The "CHU KONG" will leave on SUNDAY at 7.30 A.M. and returns at 3 P.M. The "WING CHAI" departure will be as usual.

MINING ON & Co.

Hongkong, 17th August, 1904. [16]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. "Perseverance's" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.
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YUK ON & Co., LD.

Hongkong, 8th August, 1904. [919]

NOTICE TO SHIPPERS.

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A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

THE JAPANESE ARMY IN WAR.**BY A RUSSIAN MILITARY EXPERT.**

(Translated from the "Novoye Vremya.")

All the Japanese military operations are carried out in accordance with well-conceived schemes, evolved with special reference to the numbers and dispositions of the enemy. The Japanese never go into action without having a sufficient force at their disposal. Their guiding principle is to march in small bodies, and to re-unite before attacking the enemy. Communication is carefully maintained on the march between these separate columns, and the movement of each column is skilfully regulated, as was proved in the Chino-Japanese war. The dispositions for battle, too, are irreproachable. The commanders of brigades, regiments, and battalions knew exactly what they had to do, understood the general plan of action, and were left perfectly free to perform their own share of the work. What was most striking in the engagements fought by Japanese troops was the absence of orderly officers galloping about to deliver orders. During the battle near Port Arthur in 1894, neither bugle calls nor loud shouts of command were to be heard; all orders were conveyed to the soldiers by means of whistles. Particularly worthy of mention is the mad valour displayed by the Japanese in all their battles, and the desperate dash forward to overthrow the enemy at the first shock. The Japanese infantry has decided many a fight with the bayonet, while not neglecting fire. The Japanese fire well, and stand fire bravely. During the Chino-Japanese war the Japanese strove to hold the enemy in front by a rapid fire, and then to move round his flanks and take him in rear. In the Boxer campaign, however, they preferred a frontal attack, which cost them heavy losses in every action. A very favourite movement of the Japanese is a night march, swiftly executed with the object of attacking the enemy at daybreak. Their scouting and intelligence service, both in the infantry and cavalry is excellent. The Japanese cavalry is very badly mounted, and undoubtedly the weak point of the Army. It is suitable neither for rides of long distance, nor for charges; it is not accustomed to pursue a beaten enemy, but it always distinguishes itself in scouting work.

The artillery is armed with guns of the latest system, and fires admirably. During the war of 1894 it practised quick-firing, and made good results when supported by infantry. The sappers have received good technical instruction. In the last two wars they made telegraphs, telephones, and roads, and arranged places of disembarkation and bivouac grounds. They were not required to organise any defensive positions, as the Chinese never attacked. All the fortifications constructed by the Japanese sappers are executed with precision, and are up-to-date in all technical details.

The organisation of the Medical Service is perfect. The number of surgeons is sufficient for the requirements of the Army; and during the last wars the ambulances were abundantly provided with all the necessary medical stores and appliances. In those campaigns the Japanese had few wounded, but many sick. Casualties in the medical department were soon made good, men being moved up from the depots to fill the vacancies at the front. Each regiment has four surgeons, whose duty it is to render first aid to the wounded, even while a battle is progressing. The wounded are then carried to bandaging stations, where they are carefully attended to.

The Commissariat and Transport Service (Army Service Corps) is the heel of Achilles of the Japanese Army. The line of transport is much too long. During the war of 1894, each soldier had a coolie, who served him as a carrier. Consequently, the troops could move but slowly, the average length of a day's march being less than seven miles. For this reason the rear of the Army is liable to be constantly harassed by the enemy's cavalry; and there is no doubt that in the present campaign full advantage will be taken by the Russians of this weak point in their enemy's armour.

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BYRON'S LAST HOURS.

The journal of Mr. Hodges, who was one of the passengers in the vessel which carried Byron on his last voyage to Greece, was sold at Messrs. Puttick and Simpson's auction rooms last month. The journal contains a complete record of Byron's last days at Misolonghi. On April 19, 1824, he writes:—"Dr. Millingen came into our apartments; on inquiry he said that Lord B. would be dead in an hour, for my part I have no doubt he was dead then, he had been quite insensible for two days and nights, and when they applied mustard poultices to his feet this morning there was no hope: about 6 p.m. they requested me to go and measure him; what ravages death had made."

"I should not have known him, it is not more than a week or 8 days since he was playing at single stick."

This journal was sold for £10, a lock of the poet's hair fetching £10 10s., and a first edition copy of "Child Harold's Pilgrimage" £18.

LUNAR AND TERRESTRIAL VOLCANOES.

Prof. William H. Pickering, Harvard's eminent astronomer, who has made such important discoveries recently in connection with lunar formations and variable stars, has started on a trip to the volcanic regions of Hawaii and the Pacific Coast, with intention of making an exhaustive study of volcanic craters and comparisons with observations of lunar craters. He will stop at the Lowe Observatory on Echo Mountain, near Pasadena, where, with clear atmosphere, he will be able to study closely Eratosthenes and Plato, two lunars. He will spend a month in Hawaii, carefully examining Kilaeua, Mauna Loa, Mauna Kea and Haleakala. On his return, he will visit the Yellowstone geysers, for a study of them also.

LIVING PICTURES OF THE CZAR.

<b

Intimations.

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Hongkong, 8th January, 1904.

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Hongkong, 3rd May, 1904.

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BIRTH.

At Newchwang, on the 11th August, the wife of
M. P. MILLER, of a daughter.

DEATH.

At Government Civil Hospital, on 19th inst.,
Captain R. MACKENZIE, of s.s. *Kiang Tung*.
Funeral will pass the Monument at 5.30 p.m.,
20th instant. [952]

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 19, 1904.

LOCAL AND GENERAL.

NO CASES OF PLAGUE HAVE BEEN NOTIFIED TO THE SANITARY AUTHORITIES SINCE NOON OF YESTERDAY.

LICENSES FOR 47 MOTOR CARS AND 12 MOTOR CYCLES TO RUN IN CALCUTTA HAVE TO DATE BEEN ISSUED.

NOTHING, IT IS SAID, COULD BE MORE SATISFACTORY THAN THE PRESENT STATE OF THE EGYPTIAN COTTON CROP.

WE REGRET TO HAVE TO RECORD THE DEATH OF CAPT. R. MACKENZIE, OF THE CHINA MERCHANTS STEAM NAVIGATION CO.'S SS. *KIANG TUNG*, WHICH OCCURRED AT THE GOVERNMENT CIVIL HOSPITAL THIS AFTERNOON FROM PTOMAINE POISONING, CAUSED BY EATING TINNED PROVISION.

THE RIOTOUS SANITARY BOARD RAT-CATCHERS AND DISTRICT WATCHMEN, WHOSE CASE HAS ALREADY BEEN REPORTED IN THESE COLUMNS, WERE CONVICTED THIS AFTERNOON BY MR. GOMPERTZ, AND FINED \$10 EACH, AND BOUND OVER IN THE SUM OF \$25 EACH TO BE OF GOOD BEHAVIOUR FOR SIX MONTHS.

MR. JAMES THOMPSON, UNTIL RECENTLY EMPLOYED AT QUARRY BAY, DIED SUDDENLY YESTERDAY AFTERNOON. WE ARE INFORMED THAT HE REPORTED HIMSELF AT NO. 2 POLICE STATION, AND INSPECTOR GAULD HAD HIM AT ONCE REMOVED TO HOSPITAL, BUT UNFORTUNATELY HE EXPIRED ON HIS WAY THERE. THE DECEDENT, WHO WAS ONLY 34 YEARS OF AGE, WAS WELL-KNOWN IN HONGKONG.

THE SS. *HARVARD*, A VESSEL OF SOME 1,550 TONS OWNED BY A FIRM IN NORWAY AND TRADING BETWEEN SHANGHAI AND MANILA WITH CATTLE, IS SAID TO BE AROUND NEAR THE FORMER PORT. SHE WAS BOUND FOR MANILA AT THE TIME OF THE ACCIDENT AND HAS ON BOARD OVER FOUR HUNDRED HEAD OF CATTLE FOR THAT PORT. ANOTHER STEAMER, THE *SELUN*, HAS BEEN CHARTERED TO SALVE THE CARGO.

ON WEDNESDAY MORNING MR. ROBERT DUNCAN, SANITARY INSPECTOR, WAS CALLED OUT ON BUSINESS FOR A WHILE, AND WHEN HE RETURNED HE FOUND HIS SILVER WATCH, GOLD CHAIN AND LOCKET, A GOLD BROOCH, AND \$76 IN NOTES HAD DISAPPEARED FROM HIS BEDROOM AT NO. 17 WYNDHAM STREET. THE MATTER WAS REPORTED TO THE POLICE AND THE COOK CHAN SHUN, ALIAS CHAN SZE, WAS ARRESTED ON SUSPICION. THE CASE WAS REMANDED TILL THE 20TH INST.

KWAN TAK, A LETTER-CARRIER, WHILE DELIVERING LETTERS AT NO. 89 CONNAUGHT ROAD, WEST HAD HIS CUPIDITY EXCITED BY SEEING A GOLD WATCH, WITH A BRASS CHAIN, LYING ON A DESK, THE PROPERTY OF NG CHAU PO. HE QUIETLY PUT THE SAME IN HIS POCKET AND WAS ABOUT TO LEAVE THE ESTABLISHMENT WHEN NG DISCOVERED HIS LOSS, AND KWAN WAS IMMEDIATELY ARRESTED. TWO MONTHS' HARD LABOUR AND SIX HOURS IN THE STOCKS WAS MR. GOMPERTZ'S AWARD.

THE UNITED STATES CONSUL-GENERAL AT BANGKOK BRINGS TO THE NOTICE OF THE GOVERNMENT THE INDIGENOUS RUBBER PRODUCING PLANTS IN SIAM, WHICH HE BELIEVES COULD BE PROFITABLY CULTIVATED IN THE PHILIPPINE ISLANDS. THE SIAMESE HAVE ALSO RECENTLY INTRODUCED THE PARA VARIETY IN VARIOUS PLACES, BUT THE ULTIMATE RESULT OF THE VENTURE REMAINS TO BE SEEN. THE INDIGENOUS VARIETY YIELDS ABOUT FOUR POUNDS OF RUBBER PER ANNUM, GROWS VERY QUICKLY, AND DOES NOT APPEAR TO BE SO LIKELY TO BE ATTACKED BY DISEASE AS THE IMPORTED PARA PLANTS.

WHEN REPORTING TO THE GOVERNMENT ON THE TRADE OF JAPAN DURING THE FIRST FOUR MONTHS OF 1904, MR. SUTTOR, THE GOVERNMENT COMMERCIAL AGENT, POINTED OUT THAT THE IMPORTS OF LEATHER, SOIL, AND OTHER DESCRIPTIONS, AMOUNTED TO £6,000,000 IN 1904, AS AGAINST £4,550,000 DURING THE SAME PERIOD OF 1903. NO DOUBT THE WAR HAD A LOT TO DO WITH THIS INCREASE, BUT, IN ANY CASE, THE DEMAND HAD A DECIDED UPWARD TENDENCY, AND THEREFORE SPECIAL ATTENTION WAS AGAIN INVITED TO THE LEATHER MARKET FOR JAPAN, AS WELL AS THE ORIENT GENERALLY.

IT IS DIFFICULT TO ATUNE THE MIND AND IMAGINATION TO THE POPE "DOING" THE VATICAN SIGHTS, BUT THAT IS HOW HE IS EMPLOYING HIS LEISURE AT THE PRESENT TIME. OF COURSE ALL THE WORLD KNOWS THAT IN HIS PALACE OF THE VATICAN THERE ARE SO MANY ART TREASURES THAT IT WOULD TAKE THE LIFETIME OF A YOUNG MAN TO STUDY THEM ALL, AND THAT THEY ARE OF OVERPOWERING INTEREST; YET, WITH ALL THAT, IT DOES NOT FIT IN WITH ONE'S IDEAS THAT A PONTIFF SHOULD GO SIGHT-SEEING. BUT WHY NOT, AFTER ALL? THERE IS NOTHING UNDIGNIFIED IN IT, AND IT CERTAINLY MUST BE A CONSOLATION AND A FEAST FOR WEARY EYES.

IT IS TELEGRAPHICALLY REPORTED THAT THE RUSSIAN HOSPITAL-SHIP *MONGOLIA* IS EXPECTED TO GO TO SHANGHAI FROM PORT ARTHUR.

AT KOWLOON LAST EVENING THE FIRST MATCH OF THE WATER POLO SHIELD COMPETITION WAS DECIDED IN FAVOUR OF "B" TEAM BY THREE GOALS TO 2 OF THE "C" TEAM. AT HALF TIME "C" TEAM LED BY 2 TO 1.

THE FUNERAL OF THE LATE MR. HAROLD CLARKE (MESSRS. CARMICHAEL AND CLARKE) TOOK PLACE AT THE HAPPY VALLEY LAST EVENING. THERE WAS A LARGE NUMBER OF FRIENDS OF THE DECEASED GENTLEMAN, AT THE GRAVESIDE, MANY OF WHOM EITHER SENT OR BROUGHT FLORAL TRIBUTES.

THE COOLIE FROM KWANGSI WHO HAVE RECENTLY JOINED THE HUAI-HILOK CAMP PENDING THEIR EMARKATION FOR SOUTH ARE SAID TO BE EXCELLENT MEN. THEY ARE ANXIOUS TO GET AWAY, AND AT THEIR REQUEST HAVE BEEN GIVEN WORK WHICH ENABLE THEM TO EARN SOME THIRTY CENTS PER DAY.

WE ARE ASKED TO REMIND OUR READERS THAT THE ENTRIES FOR THE THIRD MEETING OF THE GYMKHANA CLUB CLOSE TO THE HON. SECRETARY AT THE HONGKONG CLUB TOMORROW, SATURDAY, THE 20TH INST., AT 7 P.M. ENTRANCE FEES MUST ACCOMPANY ENTRIES. THE PROGRAMME IS ADVERTISED IN ANOTHER COLUMN.

IT IS REPORTED FROM BERLIN THAT INFORMATION HAS REACHED THE GERMAN FOREIGN OFFICE THAT JAPAN HAS RECENTLY MADE UNOFFICIAL SUGGESTIONS TO FRIENDLY POWERS REGARDING THE TERMINATION OF THE WAR. THESE POWERS CONVEYED THE UNOFFICIAL SUGGESTIONS UNFRIENDLY TO THE EARS OF THE RUSSIAN GOVERNMENT. JAPAN OFFERED TO CEASE HOSTILITIES ON CONDITION (1) THAT HER RIGHT TO ANEX KOREA BE RECOGNISED; (2) THAT MANCHURIA BE RETURNED TO CHINA. RUSSIA REFUSED TO CONSIDER THESE PROPOSALS.

A CHINAMAN, WHO WAS STANDING IN MR. GOMPERTZ'S COURT THIS MORNING WHILE WAITING FOR A CASE IN WHICH HE WAS INTERESTED, FOUND THE TIME WEARISOME AND THOUGHT HE WOULD RELIEVE THE MONOTONY WITH A CIGARETTE. BUT THE SACRED PRECINCTS OF THE COURT MUST NOT BE POLLUTED BY THE FUMES OF TOBACCO, AND SO THE CRIMINAL WAS CALLED FORWARD AND WITH THE LIGHTED CIGARETTE IN HIS MOUTH HE ADVANCED AND FACED HIS WORSHIP WHO ORDERED HIM TO STAND OUT IN THE BODY OF THE COURT-ROOM IN THE ATTITUDE OF THE STATUE OF LIBERTY, HOLDING aloft the offending cigarette, AND TO REMAIN SO DURING THE SITTING OF THE COURT.

THE KING EDWARD VII LODGE OF HONGKONG OF THE ROYAL ANTIDILUVIAN ORDER OF BUFFALOES RECEIVED A TELEGRAM FROM THE GRAND LODGE OF ENGLAND INSTRUCTING TO RAISE MR. SORABJEE DHUNHEBBY SETNA OF HONGKONG TO THE SECOND (THE PRIMO) DEGREE OF THE ORDER. THE LODGE ON RECEIPT OF THE TELEGRAM UNANIMOUSLY DECIDED TO CONFER THE DEGREE ON MR. SETNA, AND YESTERDAY HE WAS RAISED TO THIS SUBLIME DEGREE IN THE PRESENCE OF A GOOD NUMBER OF BUFFALOES. BEFORE THE CEREMONY THE OFFICERS MET AT THE HOTEL AMERICA WHERE A GOOD DINNER WAS ENJOYED, BY SOME TWENTY-OFFERS, UNDER THE PRESIDENCY OF MR. SETNA. WE BELIEVE MR. SETNA IS THE FIRST IARSEE TO JOIN THE ORDER, AND THE LOCAL KING EDWARD VII LODGE IS RATHER PROUD OF HIM.—CONTRIBUTED.

WHAT MIGHT HAVE RESULTED IN A FRIGHTFUL ACCIDENT WAS VERY NARROWLY AVOIDED THIS MORNING, AT THE CORNER OF WING LOK STREET AND DES VŒUX ROAD. A COOLIE CARRYING ON HIS BACK A SACK OF GRAIN SUDDENLY DASHED IN FRONT OF A RICKSHA IN WHICH A EUROPEAN WAS RIDING, AND FINDING ANOTHER RICKSHA ADVANCING IN THE OTHER DIRECTION A FEW PACES FROM HIM, DROPPED HIS BUG IN FRONT OF THE FIRST RICKSHA NEARLY UPSETTING THE COOLIE, AND CAUSING HIM TO STOP DEAD SHORT IN FRONT OF AN ADVANCING TRAM CAR WHICH HAD TO PULL UP WITH BARELY THREE INCHES BETWEEN IT AND THE BACK OF THE RICKSHA, WHICH WAS UNABLE TO MOVE ON ACCOUNT OF THE SACK OF GRAIN IN FRONT AND THE CROWD OF RICKSHAS AND TRUCKS ON EITHER SIDE. SEEING THAT ALL DANGER TO HIS OWN ANATOMY WAS OVER, THE COOLIE CALMLY ADVANCED, AND WITH THE ASSISTANCE OF TWO OTHERS REPLACED THE SACK ON HIS SHOULDERS AND CONTINUED ON HIS WAY.

TWO BURLY LOOKING CHINAMEN WERE PLACED BEFORE MR. GOMPERTZ YESTERDAY, CHARGED WITH ENTERING NO. 24 GOUGH STREET, AND STEALING TWO BOXES OF CLOTHING, SILK BED-COVERS, AND OTHER ARTICLES VALUED AT \$84, AND \$50 IN MONEY. MR. O. D. THOMSON APPEARED TO DEFEND THE SECOND DEFENDANT, CHU CHIN. THE COMPLAINANT STATED THAT WHEN HE MADE A SEARCH AND FOUND THAT A DOOR LEADING INTO NO. 22 GOUGH STREET ADJOINING HIS HOUSE WAS OPEN, ALSO ANOTHER DOOR LEADING TO THE ROOF, AND ON GOING TO THE ROOF HE FOUND THE BOXES BUT THE CONTENTS HAD BEEN ABSTRACTED. THE MATTER WAS REPORTED TO THE POLICE, AND A FEW DAYS AGO, SERGEANT MURISON, WHILE COMING OVER IN THE LAUNCH FROM YAUMATI, SAW A MAN WITH SOME OF THE STOLEN CLOTHING IN HIS POSSESSION, AND ARRESTED HIM. THAT WAS THE FIRST DEFENDANT, KWAN SHING. THE LATTER THEN TOOK THE SERGEANT TO A HOUSE AND THE COMPLAINANT WAS SENT FOR, AND HE IMMEDIATELY IDENTIFIED SOME MORE OF HIS STOLEN PROPERTY. THAT WAS THE HOUSE OF THE SECOND DEFENDANT. THE FIRST DEFENDANT SAID HE WAS GIVEN THE CLOTHES FOUND IN HIS POSSESSION BY A FRIEND OF THE SECOND DEFENDANT TO TAKE THEM TO YAUMATI TO PAWN WHEN A CONSTABLE ARRESTED HIM. MR. THOMSON SAID THERE WAS NO EVIDENCE AGAINST THE SECOND DEFENDANT BEYOND HIS POSSESSION OF A BUNDLE OF UNMARKED CLOTHES, AND IT WAS NOT FOR HIM TO OFFER ANY EXPLANATION; IT WAS FOR THE PROSECUTION TO SHOW THAT HE STOLE THE GOODS OR RECEIVED THEM KNOWING THEM TO HAVE BEEN STOLEN. THERE WAS NO EVIDENCE TO SHOW ANY CRIMINAL ACT OR INTENTION OR KNOWLEDGE ON THE PART OF THE DEFENDANT. BOTH DEFENDANTS WERE CONVICTED ON THE CHARGE OF BEING IN UNLAWFUL POSSESSION OF STOLEN PROPERTY, AND WERE SENT TO THREE MONTHS' HARD LABOUR EACH AND SIX HOURS STOCKS.

WITNESS, CONTINUING, SAID THAT THE THIRD DEFENDANT SLEPT ON THE PREMISES THAT NIGHT. DECEASED WAS COMING UPSTAIRS WHEN THIRD DEFENDANT CRIED "THEIVES." WHEN DECEASED GOT UPSTAIRS HE IMMEDIATELY RAN OUT ON TO THE VERANDAH. WITNESS THOUGHT DECEASED RAN INTO THE VERANDAH AN ACCOUNT OF THE THIRD DEFENDANT'S CALLING OUT. THE LATTER AGAIN CALLED OUT "THEIVES" AFTER THE MAN FELL FROM THE VERANDAH. WITNESS THOUGHT THE THIRD DEFENDANT CALLED OUT "THEIVES" THE LAST TIME, BECAUSE A VISITOR HAD LEFT THE HOUSE! THE THIRD DEFENDANT WENT OUT ON TO THE VERANDAH, AFTER THE DEFENDED FELL.

OTHER EVIDENCE WAS THEN CALLED CORROBORATING THAT ALREADY GIVEN. SEVERAL OF THESE WITNESSES SAID THEY WERE QUITE WILLING TO GO TO SINGAPORE TO WORK, BUT THEY WANTED LIBERTY. THEY ALSO IDENTIFIED THE DEFENDANTS AS THEIR CAPTORS AND DETAINEES.

A STRANGE CASE.**EMIGRANTS IN CONFINEMENT.**

THE COOLIE IN WHICH THE ACCOUNTANT, THE WATCHMAN, AND THE COOK OF A CHINESE BOARDING HOUSE, AT 121, DES VŒUX ROAD, WERE CHARGED WITH SLAYING AND KILLING A COOLIE, AS REPORTED IN THESE COLUMNS LAST EVENING, WAS CALLED ON THIS MORNING BEFORE MR. KEMP, MR. BAILEY, SOLICITOR, APPEARED FOR THE DEFENCE. THERE WAS A FURTHER CHARGE AGAINST THE FIRST DEFENDANT OF UNLAWFULLY DETAINING THE DECEASED AGAINST HIS WILL FOR THE PURPOSE OF EMIGRATION. AFTER SOME DISCUSSION AS TO WHETHER THE CASES SHOULD BE TAKEN SEPARATELY OR TOGETHER IT WAS DECIDED TO TAKE THE CHARGE OF UNLAWFUL DETENTION FIRST.

LEUNG KO SAID HE CAME FROM CANTON ON THE 11TH AUGUST WITH MAN HE DID NOT KNOW. THE LATTER TOLD HIM IN CANTON THAT IF HE CAME TO HONGKONG HE WOULD GET HIM A JOB. HE UNDERSTOOD THAT THE JOB WAS TO BE GOT IN HONGKONG. THE MAN PAID WITNESS'S PASSAGE. ON ARRIVAL HE WENT TO THE WONG ON PONG, BEING TAKEN THERE BY THE SAME MAN. "WITNESS" WAS NEVER IN HONGKONG BEFORE. HE WAS TAKEN TO A ROOM ON THE THIRD STORY.

MR. HALIFAX, WHO PROSECUTED, EXPLAINED THE INTERNAL ARRANGEMENTS OF THE BOARDING HOUSE, WHICH EXTENDED FROM DES VŒUX ROAD TO CONNAUGHT ROAD.

WITNESS, CONTINUING, SAID THERE WERE SIX OTHER PEOPLE IN THE ROOM WITH HIM. HE WAS NOT ALLOWED TO GO INTO THE STREET, NOR WERE ANY OF THE OTHERS. HE WAS PREVENTED BY THE WATCHMAN WHO WOULD NOT LET HIM GO OUT. WITNESS DID NOT TRY TO GO OUT, BUT SOME OF THE OTHERS DID. HE DID NOT TELL THE MAN IN CHARGE THAT HE WANTED TO GO OUT. THERE WAS ALWAYS A MAN IN CHARGE DAY AND NIGHT TO PREVENT THEM FROM GOING OUT. HE WAS TOLD LATER THAT THEY WERE ALL TO GO TO SINGAPORE. THE FIRST DEFENDANT, THE ACCOUNTANT, TOLD THEM THEY WERE TO GO OUT. HE SAID THEY WERE TO SAIL ON THE 16TH INST. WITNESS AGREED TO GO AT FIRST, BUT CHANGED HIS MIND BECAUSE, FINDING HE WAS STILL NOT ALLOWED TO GO OUT, HE UNDERSTOOD HE WAS KIDNAPPED. THE OTHERS OBJECTED FROM THE FIRST. WITNESS DID NOT LEAVE THE HOUSE ONCE BETWEEN THE 14TH INST. AND THE TIME THE POLICE CAME ON THE 16TH. HE KNEW THE THIRD DEFENDANT, WHO WAS THE COOK IN THE HOUSE, AND SUED HIM TO HAVE HIM STOP A MAN WHO TRIED TO GO OUT. BOTH THE SECOND AND THIRD DEFENDANTS TOLD HIM THAT WHEN ONCE ANYONE CAME UP INTO THAT HOUSE THEY COULD NOT GO OUT AGAIN WITHOUT THE FIRST DEFENDANT. WITNESS DID NOT KNOW THE MAN WHO WAS KILLED ON THE 16TH INST. HE WENT DOWN TO THE SECOND FLOOR, WHEN THE COOK WOKE UP THE WATCHMAN, CALLING OUT "THEIVES." AND DECEASED WENT BACK TO HIS ROOM. IT WAS THE FIRST DEFENDANT WHO TOOK WITNESS INTO THE RED SEA. THOUGH A SMALL INCIDENT IN ITSELF IT WAS SUFFICIENT TO SHOW HOW SERIOUS THE SITUATION AT THAT TIME WAS.

THE OFFICERS AND MEN WERE ALL IN THE BEST OF TRIM, AND CLAIM AMONGST THEIR NUMBER SOME REMARKABLY GOOD ATHLETES. AMONGST THEIR RECENT ACHIEVEMENTS THEY HAVE WIPE OUT FAIRLY GOOD CRICKET ELEVEN'S AT PORT SAID, SUEZ, AND PERIM, AND ARE MOST ANXIOUS TO ANGUAGE THE LOCALS. THERE WILL, WE ARE SURE, BE NO DIFFICULTY IN COMING TO AN ARRANGEMENT IN THIS CONNECTION.

THE WEATHER.

THE FOLLOWING REPORT IS FROM MR. J. I. PLUMMER, CHIEF ASSISTANT OF THE HONGKONG OBSERVATORY:

ON THE 19TH AT 11.40 A.M. THE BAROMETER HAS RISEN SLIGHTLY IN S. CHINA AND CONSIDERABLY FURTHER TO THE NORTHWARD AND HAS FALLEN SLIGHTLY IN THE PHILIPPINES.

GRADIENTS ARE SLIGHT UPON THE CHINA COAST AND ONLY A LITTLE STEEPER OVER THE CHINA SEA. LIGHT S.W. OR VARIABLE WINDS WILL BE MET WITH IN THE FORM

TELEGRAMS:

(Reuters.)

The British Protest to Russia.

LONDON, 17th August.

The Daily Telegraph's correspondent in St. Petersburg wires that the protest recently presented by the British Minister reviews, firstly, Russia's claim to treat as contraband articles recognised by international law as legitimate cargo. Secondly, the refusal to limit the zone wherein alleged contraband may be pursued, involving the right to hamper even coasting trade. Thirdly, sinking vessels; and lastly, the protest demands compensation for the heavy losses inflicted on British shipping, including confiscation of cargoes and sinking of steamers; the language of the protest is courteous though emphatic.

The United States simultaneously presented an energetic protest similar to the first section of the British, which points out that Russia implicitly claims the right to forbid all trade to the enemy's country without effectually blockading its coasts.

LATER.

Russian Cruisers Still Active.

The Russian cruiser *Ural*, formerly the German liner *Kaiserin Maria Theresia*, stopped a British collier west of the Straits of Gibraltar. The commander stated that he was searching for 200 steamers carrying contraband for transhipment at Mediterranean ports.

Cargo for Japan.

The Hamburg-American and the Norddeutscher Lloyd are doubling their service to Japan mainly to provide for freight refusals by the British companies.

THE CRIMINAL SESSIONS.

DISHONEST SERVANT.

In the Far East the cry of "dishonest servants" is nothing new.

At the Criminal Sessions this morning, continued before the Chief Justice, (Sir Wm. Meigh Goodman), a coolie, rejoicing in the name of Lan Fat, and he looked it, was charged with having forged a bill of exchange purporting to be a cheque drawn by Mr. John Cronin in favour of the Hongkong and Shanghai Banking Corporation.

It seemed that, by accident, Mr. Cronin left a drawer containing a cheque book, issued by the Hongkong and Shanghai Banking Corporation unlocked. A cheque was withdrawn from the same for £20, signed by someone in the name of John Cronin, and then cashed by the compradore or one of his assistants believing the instrument genuine.

The prisoner pleaded guilty to complicity.

His Lordship said the offence was a very serious one in a large commercial community like Hongkong. He took into consideration the fact that the prisoner, a messenger, was only 18 years' age, and although he was liable to suffer the maximum penalty of fourteen years' imprisonment for such an act, he (His Lordship) would order him to be imprisoned and kept to hard labour for a period of eighteen months.

BURGLARY IN QUEEN'S ROAD.

A Chinaman was indicted for the theft of a number of watches, and a handkerchief from the store of Mr. J. A. Rombach, Queen's Road Central.

Chun Pu Yuen, was accused of having received some of the property, knowing same to have been stolen.

The evidence called by the Crown served to introduce both prisoners to a number of pawnbrokers who had purchased from them watches, at a reduced rate, from the ordinary or extraordinary price of a tin timekeeper.

It was stated that the value of the 134 watches stolen was \$150.

The first prisoner was sentenced to seven years' imprisonment and the second to two years', both with hard labour.

GREAT BRITAIN AND GERMANY.

The London correspondent of the Birmingham Post writes:—I am officially informed that an agreement was signed to-day by the Marquis of Lansdowne and the German Ambassador providing for the settlement by arbitration of differences which may arise of a legal nature or relating to the interpretation of existing treaties between the two countries. It is identical in terms with the agreements recently concluded with France, Italy, and Spain. The incident I may add is of the more interest, and even significance, because I am in a position to state that communications upon a wider scale are just now passing between representatives of the British and the German Governments, and that the ultimate results of these may be considered likely to prove of a far-reaching character, especially in view of possible early and important developments in the Far East.

I learn from an influential authority, who was a member of His Royal Highness's suite on the occasion of his visit to England a few weeks ago, that both the King's visit to Kiel and the visit this week of the German naval squadron to Plymouth were arranged by Prince Henry of Prussia. "It has for a long time been recognised," said my authority, "that the Kaiser's brother is even a better diplomat than a sailor." He is more persuasive than impulsive, and if now or at any future time there should be a closer relationship politically between Great Britain and Germany, the Prince must be regarded as responsible for it. He is, of course, very often the Kaiser's private envoy, but we have no doubt that his Imperial Majesty has been many times indebted to the Prince for his 'sivoir faire.' And no better evidence of this could be afforded than the Kiel visit and the reception of the German ships at Plymouth."

THE WAR.

PORT ARTHUR FIGHTING.
Reports as to the sort of fighting at Port Arthur, on the land side, are coming through. The *Chefoo Daily News* translates from the *Nova Krui* an account of the engagements on the 26th and 27th July, when the Russians won the day, repulsed the Japanese;—and then retired. We have space only for the following:

"The second day of the fight was clear and quiet. The persistent enemy kept up a constant artillery fire, the awe-inspiring shells whizzing over Lunwantan valley at Prince Tschetide and Captain Skrydloff batteries. The firing of the enemy cannot be heard, but the detonation caused by the exploding shells can be clearly distinguished from the Russian batteries. What will be the result of it?

"Thank God! on the batteries the skillful management of the officers reduces to a minimum the losses in the hell of fire and hail-storm of iron in which these forts have been enveloped for forty-eight long weary hours. The enemy's batteries of twenty-four guns have hurled a constant fire of shrapnel at our entrenchments. The riflemen, hidden in the trenches along the whole line of defence, showered from the front with a hail of missiles, are patiently awaiting an attack. It is still unknown where the enemy will direct his blow. The defensive line of the right wing is about ten 'versts' in length, and that of the left wing fifteen. This is a fight unprecedented in history. Artillery trains are galloping to and fro in Lunwantan valley. Telephones are at work without ceasing, the apparatus mounted hurriedly on the rocks. The division commander and Colonel Nemejew are receiving reports and giving orders incessantly. Every minute is heard the cry 'the next courier,' and the chasseur-addressed seizes his message and rushes off. For the more important messages officers are chosen. Lieutenant Lenkjewitch, you will ride to Captain Palchewsky, and see for yourself the state of affairs in his position." Lieutenant Lejkewitch, a model officer, chief of a company of chasseurs salutes and replies understandingly, and hurries away through the valley enveloped in a hailstorm of the shrapnel. The Japanese think that our reserves are there, and how many thousands of shells they have dropped there two days! About nine o'clock the rifle fire began. The enemy began to assault. But the forts of Prince Tschetide and Captain Skrydloff sent forth a fire that was terrible in effect. A storm of shells met the attacking troops. 'I should not like to be in the place of the Japs; it is like opposing the elements,' said one of the officers."

In view of the deadly struggle now in progress in the Far East, it may be interesting to reproduce some account of the rifles carried by the Russian and Japanese infantry respectively. The weapon of the first-named is a long rifle with a barrel of 30 in. Its total length without bayonet is just less than 4 ft, and bayonet 5.7 feet. It is of a pattern designed by Colonel Mossine, of the Russian Artillery, and is a repeating rifle with a magazine for five cartridges inserted by a loader. The Russian cavalry carry the same weapon, which is practically universal throughout Russia. The Japanese weapon has been named after Colonel Arisaka, who designed it. It is of the type of the Mauser of the date of 1897, and is manufactured at the Tokyo work; it has a barrel 31 in. in length, the total length of the rifle being a little over 4 feet, and with bayonet fixed, about 5.5 feet. The ammunition carried by both opponents alike amounts to 120 rounds per man, which is accommodated by both armies partly in a couple of cartridge-boxes and partly in a knapsack. It would seem, then, as regards rifle fire, that the comparative values are nearly equal, but there can be no doubt of the superiority of the Japanese Artillery, which has been fully proved in action, when the destructive effect of artillery fire contributed largely to the victory of our results achieved. Some years since the Japanese re-armed their field batteries with a new steel gun of low calibre, very light in weight, thus conducting greatly to its mobility, and firing an eleven-pounder projectile. The gun is not a quick-firer in the modern sense of the word, although the recoil is reduced by dragshoes used on each wheel. This gun has a range of 5,000 yards, and very good practice has been made with it. Their army is also provided with a large number of mountain guns, great numbers of which are with the division composing Kuroki's advance, now encircling the extreme left and rear of Kuropatkin's main army.

TOBACCO AND PLAGUE.

The Pioneer, noticing in an interesting article in the July number of *Macmillan's Magazine* "The use and abuse of tobacco" thinks that, "in view of the terrible mortality from plague in India it is worth while to hold an inquiry to discover whether there exists any evidence of tobacco having been a possible partial prophylactic during the epidemic of the last five or six years. The mortality has been exceptionally great in the Punjab, where we have the great bulk of the Sikhs, who are forbidden by their religion to use tobacco. It has hardly affected Europeans or Eurasians, whose conditions of life and observance of sanitary laws undoubtedly have helped to keep them free. But the majority of males of these classes use tobacco, whilst the Burmese, who have escaped, are all smokers from their childhood. It should be easy to ascertain in the case of those Europeans and Eurasians, who have died from plague, whether they were smokers or non-smokers. Their friends and relatives would be able to afford the information. Plague has proved such a baffling disease and has done so much evil in the country, that anything which promised even a faint hope of efficacy is well deserving serious and full investigation. Pepys mentions the undoubted belief of its efficacy at the time of the plague in London, and the belief in its virtues was pretty general throughout Europe in the seventeenth century. Our ancestors took "tobacco juice," "tobacco wine," and "tobacco syrup." The subject is one which is well worth inquiring into in India."

FLEEING FROM JUSTICE.

\$3,000 BAIL ESTABLISHED.

On the 8th inst. No. 48 Caine Road, the residence of Li Chuan Lam, was broken into and a quantity of silk clothing, as worn by Chinese ladies, valued at \$300, was stolen. A report of the occurrence was turned in later to the police, and some days afterwards a portion of the booty was recovered from a pawnshop, and the pawnbroker's description of the man who had pawned the goods led to the arrest of one Li Cheung Lam, a relative of the complainant's wife with some of the stolen property still in his possession. The defendant was placed before Mr. Kemp and a remand was asked for by Mr. Deacon, of Messrs. Deacon Louker and Deacon, solicitors. This was granted, bail being at first refused, but finally allowed in the sum of \$2,000 cash. This amount was paid by the brother of the accused, a wealthy compradore. Upon calling on the case this afternoon it was found that defendant was not present, and accordingly the bail was ordered to be estreated, and a warrant issued for the absconder's arrest.

RUSSIAN CRUISER "ASKOLD."

"ASKOLD'S" INJURIES.

WORK FOR THE DOCK COMPANY.

The following is taken from the *Shanghai Mercury* of the 13th inst.:—

As might be expected the arrival of two Russian warships at this port yesterday excited a deal of curiosity and a natural desire among many to see the vessels that have been subjected to the fire of Japanese men-of-war and succeeded in running the gauntlet. The cruiser *Askold* and the destroyer *Grozovoi* arrived at Woosung yesterday afternoon at 2 o'clock. Later in the day the *Grozovoi* proceeded to Shanghai while the *Askold* remained at anchor off Spit Buoy, about two or three miles from shore. Near her was a small German vessel said to be laden with coal and not very far off was the French battleship *Montcalm*. There were also two American warships in the vicinity, and a couple of torpedo-boats of the same nationality were manœuvring about; one of these steamed up river towards Shanghai about 11.45 o'clock this morning.

The *Askold*, as far as could be ascertained from shore by means of binoculars, presented a battered appearance, showing signs of contact with Japanese shells and some signs of patchwork having been done here and there. Of her five funnels, four were intact, at least they were standing; the fifth had had about four feet of it shot off. This was apparently in course of being repaired, and the new section intended to replace the part missing, had been laid in a line with the funnels, causing it to appear not unlike the stump of a sixth funnel. At her stern the *Askold* flies the Russian naval ensign, whilst at the main mast flies what appears to be the Admiral's flag.

This morning there was a rumour current at Woosung that a Japanese warship was expected shortly. Meanwhile the duty of watching the Russian had been allotted to the constable of the Japanese Consulate-General who had at his disposal a steam launch belonging to a local Japanese company. In this he made periodical cruises round the *Askold*, watching her every move and reporting the results of his observations to the Consul-General. There were also cruising outside Woosung French, American, and Chinese steam-launches, which are, it is surmised, on the lookout for the approach of Japanese warships.

Though this morning the *Askold* showed no signs of leaving her moorings, later in the day, she hove up anchor and steamed slowly up river for the Cosmopolitan Dock and lay up alongside the dock at three o'clock where it is understood, she will be docked. As evidence of the damages she has received an interesting little incident happened just as she was leaving her anchorage. H.M.S. *Fearless* (third class cruiser) happened to be coming in at the time and as she passed the foreign men-of-war in the harbour, saluted each in turn. Nearing the *Askold* the *Fearless* extended the same courtesy to her but the unfortunate vessel on account of the damage done was unable to return the salute and was only able, after some delay, to signal the following words, "Saluting" "Cannot." Needless to say the signal caused no surprise and the *Fearless* promptly signalled back "Understood" "Thank you."

Closer inspection of the *Askold* this afternoon after she had come up the river showed her to be more damaged than one would imagine looking at her from a distance. Her after funnel has been shot away about ten feet from the top. All the funnels are completely riddled with shell holes, and the casing of the after funnel which has been shot away is lying on the deck just where it fell. A good deal of the upper works has been shot away and the pieces are lying strewn about the deck, no attempt having been made to clear away the wreckage. All on the starboard side a large iron plate has been patched over a large shell hole about ten feet above the water line, and close to the gangway there is another large hole on the same side forward. On the port side one of the large 6-inch guns has been dismounted and is lying overturned on the deck. On this side close to the water line is another large hole. abreast of the main mast at the water line there is a large jagged hole but as part of it is under water the exact size cannot be ascertained. The after barbette on the port side has been shot away and is now lying inwards, the gun being exposed forward of this barbette there is a hole right through the ship; this hole is about four feet square, and some iron bars of some kind have been placed across to keep it from falling inwards. Forward the cover of the ten-inch gun has been completely shot away. The torpedo setting is hanging in a tangled mass on both sides of the ship. Shot and shell marks are to be seen all over the vessel. The tops of the davits are shot away, the railing gone, boats ridged. In fact, she presents a generally battered up appearance. Crowds of people surrounded her as

she went alongside the dock, but no one was allowed on board.

The *Grozovoi* did not shift from her moorings during the day. It is understood that the Shanghai Taotai this afternoon sent a notification to both the *Grozovoi* and the *Askold* requiring them to leave the precincts of the harbour within twenty-four hours.

It was ascertained that the *Askold* had one lieutenant and eleven men killed and fifty men wounded in the fighting on Wednesday.

U. S. COMMERCIAL COMMISSIONER.

ON THE EXTREME ORIENT.

Mr. Kennedy, head of the American mission to the Extreme Orient, which has spent three years visiting Japan, China and Manchuria, has arrived at Paris on the 9th ult., having reached Marseilles on the steamer *Caibang* from Haiphong and Saigon. Kennedy was received in Japan by the Mikado and was received by the Emperor of China, as well as by Kuropatkin at Moussien, the Russian General having greeted the American representative most cordially. Mr. Kennedy said to the correspondent of the Publishers' press: "The Japanese have been preparing for this war for more than three years and are perfectly organised, but they must necessarily yield before the Russians, being crushed by superior numbers. I think China will revolt within five years against Europeans and all Christians will be massacred. The uprising will be general and all European powers as well as America will have to take energetic measures to stop this formidable movement." Mr. Kennedy brings with him magnificent collections and stamps of all descriptions from all the countries which he has visited, and which are intended for American museums.

DISCOVERY OF COAL IN CEBU.

Coal of the finest quality has been discovered on the eastern coast of Cebu. It contains more than 92 per cent of combustible material, which places it very near the top in the list of high grade coals. The waste material in coal consists of water and ash. Coal that has a large percentage of one or both of these is of little value for heating purposes, as the water appropriates the heat, and the ash hinders combustion. Coal prospectors in the Philippines have not, on the whole, been very enthusiastic over the outlook. Coal has been found on nearly all of the central group of islands, but the most of it is of an indifferent quality.

This find in Cebu, however, will mean as much as capitalists choose to make of it. The seam is thick, and comparatively near the coast, so that transportation will not be a serious matter.

Japanese coal is far from satisfactory, as all those who have had anything to do with it know. It is the dirtiest coal mined anywhere in the world, and any marine engineer who has been in the Orient shuns it if anything else is to be had.

All the great liners coming from Europe fill their bunkers with Cardiff coal, and resort to Japanese coal only when they are forced to. Five minutes after the first lot has gone into the furnace volumes of the blackest and thickest smoke that ever came from a steamer's funnel are depositing a load of soot upon the unsuspecting passenger.

There is an unlimited market for first-class steamer coal that can be got to Hongkong or Singapore and sold at a figure that is anything less than exorbitant. In the future the ocean route from Europe to the Orient will see no passenger steamers that are not in every way the equal of the best Atlantic lines. The present 16 knots boats will be quite unable to compete with the trans-Siberian railway, when once it is thoroughly equipped, and already the steamship companies of England and Germany are discussing the advisability of constructing 23 knot boats that will make few calls between Southampton and Hongkong, and carry nothing but passengers, mail, and express freight.

These fast running boats will consume an enormous amount of coal, and it must be of the best grade. If the Philippines can get this trade the financial advantage to the islands can scarcely be estimated.—Cablenews.

SANDALWOOD AND ITS SCENT.

An interesting paper appears in the last number of the *Indian Forester* by Mr. M. Rama Rao of the Madras Forest Department, giving some of the results of several years' investigation of this tree in the Salem district. Two trees of similar size, grown at the same altitude, yielded 159 lbs. and 186 lbs. respectively of scented wood. The variation in yield is great and dependent upon conditions which are not yet fully understood. Mr. Rao observed that root-parasitism which was discovered in 1871 by Mr. Scott, but ignored until quite recently, plays a part in the growth and development of the tree that has never yet been suspected. He found unmistakable evidence of this in the case of seventy different species of plants growing within reach of a sandalwood tree. All their roots bore traces of attack by sandal roots. The sandal thus would seem to obtain much of its sweetness from its neighbours. Has the culture of this valuable tree ever been tried in this province? There must be many elevations in Burma which would suit it, although like all other trees its development depends not on altitude alone but on the soil and the number and variety of congeners growing in its neighbourhood.—*Rangoon Times*.

MR. CONSUL TRATMAN, reporting on the trade of Chinkiang for the year 1903, says an increasing tendency is shown for native sugar to become foreign, that is, as explained in previous reports, for Swatow sugar to pass through Hongkong and thus become foreign merchandise in a Customs sense.

COMMERCIAL.

Quotations for the week close as follows:

Hongkong Banks	... \$665 b. £68
Nationals 38 b.
Union Insurance 54½ b.
Cantons 210 sa.
China Traders 61 b.
Hongkong Fires 310 b.
China Fires 88 b.
H.K.C. & Macao Steamboats 28
Indo-Chinas 115 b.
Shell Transports 24 b.
China Sugars 188 b.
Raubs 61 b.
H.K. & Whampoa Docks 235 b.
Farmhams Tls. 172½ b.
Wharves \$116 s.

Shipping—Steamers.

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JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
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AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking cargo for Liverpool at London rates.

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FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th August, 1904. [2]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	23rd August.

SWATOW, CHEFOO and TIENTSIN	"KANSU"	15th
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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Hongkong, 19th August, 1904. [2]

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CHINA AND MANILA**STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th August, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th August, 1904. [18]

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OPERATING IN CONNECTION WITH

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Steamship Tons Captain To SAIL on

"ARABIA" 4,483 Babie August 25th, 1904.

"ARAGONIA" 5,158 Schudt September 14th, "

"NUMANTIA" 4,370 " October 10th, "

"NICOMEDIA" 4,370 Wagner October 23rd, "

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1st Class.....\$3.00 for Single Journey.
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Meals.....1.00 each."

The steamer's wharf is at the Western end of Wing Lok Street.

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WENDT & CO. Canton Agents.

Hongkong, 24th June, 1904. [33]

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and that they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1904. [33]

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Hongkong, 1st February, 1904. [194]

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"KWONG TUNG" ... 1,258... H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

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Meals (Each) 1.

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Hongkong, 17th February, 1904. [178]

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1904. About

"LOWTHER CASTLE" 20th August.

"ATHOLL" 20th September.

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Hongkong, 15th August, 1904. [194]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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"NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on MONDAY, the 22nd instant, at 3 P.M.

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JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 15th August, 1904. [194]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched for the above Ports, on or about WEDNESDAY, the 24th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th August, 1904. [19]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain —, will be despatched as above, on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 17th August, 1904. [194]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

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The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

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For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.**BATTERIES,****CHEMICALS,****ELECTRIC BELLS,****INSULATORS,****SWITCHES,****TELEPHONES,****WIRE,****ROD, R.C., &c.****SEND FOR PRICE LISTS.****ELECTRIC BELL INSTALLATIONS.****Estimates given for all kinds of Work.****Work.****ADDRESS:—1, ICE HOUSE ROAD.****W. STUART HARRISON,****A.M.I.C.E.,****Manager.**

Hongkong, 12th April, 1904.

Prins Valdemar, for Bangkok,
Hongkong, for West River.
Macau, for Kwong-chow-wan.
Sarpedon, for Singapore.
Kong-nam, for West River.
Yue-sang, for Manila.
Idomenes, for Shanghai.

James Brand, for Balik Papan, (Borneo).

Departures.

Aug. 10.

Rorneo, for Colombo.
Choura, for Bangkok.
Wongki, for Bangkok.
Gorakal, for Calcutta.
Yuen-ang, for Manila.
Katsone, for Manila.
Himang, for Japan.
Loongnoon, for Canton.

Passengers Arrived.

Per Prins Valdemar, from Shanghai—
Messrs. F. Worm, Kislofsky and family.
Per Loongnoon, from Shanghai—Messrs. C.
E. Pratt, Walter S. Seim, Henry E. Smith,
Nicholas, Harry O. Sasse, E. Stamm, and 47
Chinese.

Vessels in Port.**STRANGERS.**

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis,
11th Aug.—New York via Singapore 11th
June, Case Oil.—S. O. Co.

Austria, Aust. s.s., 4,879, R. Colledani, 17th
Aug.—Trieste 27th June, and Singapore
12th Aug., Gen.—S. W. & Co.

Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.,
—Sydney via Ports 19th July, Gen.—B. &
S.

Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th
Aug.—Bangkok 4th Aug., Rice.—B. & S.

Emma Lukyen, Ger. s.s., 1,160, H. Martens,
28th July, Singapore 22nd July, Sugar
and Nuts.—Chinese.

Empress of India, Br. s.s., 3,032, O. P. Marshall,
16th Aug.—Vancouver 25th July, and
Shanghai 13th Aug., Mails and Gen.—C.
P. R. Co.

Foo Shing, Br. s.s., 1,423, T. Arthur, 14th Aug.,
—Moj 8th Aug., Coal.—J. M. & Co.

Haiching, Br. s.s., 1,267, A. E. Hodges, 18th
Aug.—Swatow 17th Aug., Gen.—D. L. &
Co.

Hongkong, Fr. s.s., 742, A. Suzzoni, 17th Aug.,
—Haiphong and Hoihow 16th Aug., Gen.—
A. R. M.

Idomeneus, Br. s.s., 4,000, H. Nish, 18th Aug.,
—Singapore 13th Aug., Gen.—B. & S.

James Brand, Br. s.s., 2,512, Torrance, 18th
Aug.—Swatow 17th Aug., Ballast.—Meyer
& Co.

Karin, Swed. s.s., 697, G. Pettersson, 15th Aug.,
Sourabaya 5th Aug., Sugar.—S. W. & Co.

Korat, Ger. s.s., 1,998, H. Hibner, 16th Aug.,
—Singapore 26th July, and Bangkok 9th
Aug., Gen.—M. & Co.

Laeertes, Br. s.s., 1,341, J. B. Jackson, 13th Aug.,
—Saigon 9th Aug., Rice and Meal.—Wo
Fat Sing.

Lothian, Br. s.s., 3,222, J. C. Williamson, 4th
Aug.—Saila Cruz 3rd June, Ballast.—C.
C. S. S. Co.

Mausang, Br. s.s., 1,614, S. J. Payne, 10th Aug.,
—Sandakan 4th Aug., Timber.—J. M. &
Co.

Mercedes, Br. s.s., 3,003, G. S. McGregor, 11th
Aug.—Wel-hai-wei 4th Aug., Ballast.—Order.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 11th
Aug.—Calcutta via Penang and Singapore
30th July, Gen.—J. M. & Co.

Ocampo, Br. s.s., 1,311, G. G. Graham, 16th
Aug.—Mororan 6th Aug., Coal.—D. L. &
Co.

Quang Nam, Fr. s.s., 710, V. Jean, 17th Aug.,
—Saigon 10th Aug., Rice and Gen.—B. &
Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 15th Aug.,
—Manila 13th Aug., Gen.—S. T. & Co.

Samsen, Ger. s.s., 998, F. Richwaldt, 17th Aug.,
—Kohschang (Bangkok) 11th Aug., Rice
—M. & Co.

Sarporden, Br. s.s., 3,022, J. Grier, 18th Aug.,
—Shanghai 14th Aug., Gen.—B. & S.

Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.,
—Java Ports 30th July, Gen.—B. & S.

Sikh, Br. s.s., 3,216, James Howley, 5th July,—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.

Suisang, Br. s.s., 1,776, J. Young, 17th Aug.,
—Pekalongan (Java) 8th Aug., Sugar.—J.
M. & Co.

Taifu, Ger. s.s., 1,083, C. U. erfeld, 11th Aug.,
—Saigon 6th Aug., Rice and Rice-flour.—
E. A. T. Co.

Tsintau, Ger. s.s., 1,002, O. Koch, 17th Aug.,
—Bangkok 10th Aug., and Koh-si-chang
10th, Rice, Wood and Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBrude, 10th May,
—New York 10th Dec., Case Oil.—
S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th
July,—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Karten, 6th Aug.,
—Manila 20th June, Timber.—Order.

Kentmere, Br. br., 2,334, Chou, 14th June,—
New York 29th Jan., Kerosine.—S. O. Co.

Sokoto, Br. 4-masted br., 4,192, Wm. Bourke,
1st Aug.—New York 3rd April, Petroleum.—
S. O. Co.

Trontage, Br. br., 949, A. Hutton, 28th May,—
Fremantle 23rd May, Sandal-wood.—
Gilman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock.

Shanghai ...

H.M.S. Leviathan ...

Changha ...

Iphigenia ...

Devawongse ...

Shantung ...

Taming ...

M. Struve ...

Ships Passed The Canal.

Outward—15th July—Scandia, Armenta
Sambla, 20th July—Bretshul, Atala, 21st

July—Albenga, Formosa, Rustica, Idomenes

Ramoor, 27th July—Dardanus, Claverburn

Beechley, 30th July—Annam, Tydeus, El-

leric, 3rd August—Dante, Ernest, Bulfinch

Sims, Seydlitz, 6th August—Telemachus

Jagan, 9th August—Elswold, Alexandra

Bayer, Ambrus, Bafour, Seneca, 13th August

Malacea, Patroclus, Heathcliff, Sued

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX!

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at 1 p.m., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. "Armenia" bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904.

[9]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRaits, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"CORONADEL."

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Maldavia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

[4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND, TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons. Captains Sailing:

Shawmut ... 9,605 W. M. Smith ... Aug. 31
Tremont ... 9,605 T. W. Garlick ... Oct. 1

Shawmut ... 9,605 W. M. Smith ...

Tremont ... 9,605 T. W. Garlick ...

Lyon ... 4,417 G. V. Williams ...

Hyades ... 3,753 Geo. Wright ...

* Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,605 W. M. Smith ... Aug. 20
Tremont ... 9,605 T. W. Garlick ... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 13th August, 1904.

[2]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock this afternoon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd August, at 9.30 A.M.

All Claims must reach us before the 29th of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 16th August, 1904.

C. Let.

TO LET.

NO. 1, RIPPON TERRACE in FLATS.
No. 4, RIPPON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Police Ground.OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIERS).
GODOWNS: PRAYA EAST.

No. 1, CLIFTON GARDENS.

OFFICES in Nos. 10 and 16, DES VIEUX
ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 18th August, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

TO LET.

GODOWN No. 6, NEW PRAVA, KENNEDY
TOWN.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 28th July, 1904.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House
and side verandahs. \$100 and Taxes.

Apply to—

"CHEAP,"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
E GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房樂大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904.

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"EIGHT HORSES," THE PEAK.

Apply to—

JENSEN & CO.

Hongkong, 27th April, 1904.

TO LET.

VILD DELI, BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Queens Buildings.

Hongkong, 13th August, 1904.

TO LET.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
RANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$60,000 \$30,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$21,994 for half-year ending 31.12.1903.	61%	\$665 sales London £684 \$38 buyers \$10
Marine Insurances.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$78,415 \$96,872 \$900,000 \$151,912 \$31,121 \$32,138	\$1,959,926	\$32 for 1902.	51%	\$540 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000 \$100,000 \$125,475	Nil.	\$4 for year ended 30.4.1903.	61%	\$63
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,750,000 \$100,000 \$125,475	Tls. 27,1580	Final of £1 making £2 for 1902.	...	Tls. 67½
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,750,000 \$37,714	\$86,284	\$12 for 1902.	91%	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,750,000 \$100,000	\$1,0551</td			